1: Longrigg G-4, 5 (ca. 1915-1940) MH1 Iraq MH1

505 traffic. One or two free-lance enterprises were additional to these —a Baṣra-owned steamer plying to Baghdad, another weekly from Baghdad to Samarrā; many abortive projects had been formed for larger development. The Saniya Administration had advanced plans, in 1890, for an extended service to include voyages to Mosul and even to Jazira-ibn-'Umar, and a new survey of the Euphrates was ordered in preparation for free navigation from Maskana or Jarablus to Baṣra. Nothing resulted from these projects, but the advancing shadow of the Baghdad Railway, with which their authors loved to connect them, gave encouragement. A ship-building yard was established at Baghdad in 1890.

304 The port of Baṣra, sole sea gateway of 'Iraq, carried by far the greatest part of its trade and traffic, of which in 1900 a negligible part was other than British or British-Indian. Russian and German trade was not yet established, while the 'Iraqis contributed little to the movements of the port. The Shaṭṭ al-'Arab waterway, thanks to survey and buoying by British hands, gave access and security to anchorages opposite the 'Ashar and Khandaq creeks which connected it with Baṣra city. The management of the port was primitive, quarantine and customs provisions inept, vexatious, and venal. No wharves, cranes, sheds or other port equipment were provided; loading and discharging overside to and from lighters in midstream were slow and costly operations.

• 206 Since the 'sixties of the century 'Iraq had had its place in the world's telegraphic system. It was connected through Fao with India, through Mosul and Jazira-ibn-'Umar with the rest of Turkey, through Khaniqin (or through Fao and Bushire) with Persia. The handling of traffic was slow and unreliable. But the extension of the system to most parts of 'Iraq, vulnerable and faltering as it was, and with Kurdish districts still unpenetrated, had yet done
205 much to assist administration and to modernize society. Postal services dated in some form from the eighteenth century. In the 'sixties of the nineteenth, British-Indian steamers began to carry the Indian and European mails to Baṣra, where the service connected with the river steamers. The Indian Post Offices opened in 1868. The British camel mail to Damascus, discontinued in 1886 after a century of service, was replaced by a Turkish mail along the same route, carried by 'Aniza tribal riders. The time-honoured horse-borne Tatar mail left Baghdad every Monday for Istanbul, by way of Mosul and Diyarbakr.

7. THE GOVERNMENT

631 The enormous difficulties of governing the three wilayas arose, it is now clear, from a complex of elements. The territory was ill provided with means of communication, and much of it was

1: Longrigg G-4, 5 (ca. 1915-1940) MH1 Iraq MH1

factory) impressed even foreign critics as well-managed; formal parades and regimental bands improved morale; and Nadhim Pasha's policy of concentrating his forces was retained in some measure by his successors. A state of feud between the Wali and the General was in each wilaya more usual than one of collaboration, and was curable only when the two posts were combined. In army as in civil administration, the fundamental disease was the abiding poverty which, for economy, must needs acquiesce in depleted strengths and reserveless depots, leave pay in arrears, and force the troops often to live on the countryside—or to desert.

The Ḥamidiya regiments, recruited in 'Iraq only in the extreme north, ceased to exist after 1909; but 'frontier companies' designed to give military employment to Kurdish tribesmen of the Shahrizur and Sulaymaniya sanjaqs were formed in 1912 with a more military and less patriarchal complexion. A greater reorganization was that which in 1911, on the advice of von der Goltz Pasha, created the 4th Inspectorate, to cover the whole of 'Iraq and south-western Arabia with two Corps, the 12th and 13th, at Mosul and Baghdad respectively and one, the 14th, in the Yaman. The Reserve system was unchanged until, after a complete breakdown, it was revised, all too late, in 1914. The Navy at Baṣra remained decayed and futile. The gunboat *Zohab*, acquired in 1902, was in 1911 captured by the Italians in the Red Sea. *Kilid al-Bahr* remained afloat. The *Marmaris* arrived at Baṣra in 1908.

Among improvements in communications made during this period the greater use of wheeled traffic, notably on the upper Euphrates routes and those radiating from Baghdad, called for a modest measure of road-making. A Zab bridge was completed, not without grave scandal. The telegraph service was extended to most of the small towns, including those of the Kurdish qadhās. The use of telephones began to be extended in Baghdad to the beginnings of a public service, and in 1914 there was talk of a Baghdad–Baṣra wireless service. The 'Aniza-borne trans-desert postal service, diverted in 1906 from a Damascus to an Aleppo terminal, was twice robbed by Dulaym in 1909 and was suspended in 1912. The Tatar service by Mosul to Istanbul was maintained until the outbreak of war. Offers were twice made of a motor-carried post to Syria: once, optimistically, by Ḥamdi Bey Baban in 1911, and once by a French group in 1914. Adoption of either proposal would have involved major road improvement and called for a standard of mechanical reliability unlikely to be achieved.

Of the succession of well-remembered high Turkish officials of this period, scores of personal anecdotes are still told in 'Iraq today. All suffered from the growing penetration of Turkish administration by party politics after 1908, as they had from

1: Longrigg G-4, 5 (ca. 1915-1940) MH1 Iraq MH1

reconstructed, offices multiplied, and a mid-desert wireless-station was installed at Ruṭba.

Tigris river navigation did not, and was unlikely to, exceed substantially its pre-1914 scale. The pace was slow, navigation difficult and the Railway in powerful rivalry. The 'Euphrates and Tigris' fleet, managed by 'Mespers', still handled the bulk of the traffic, with its three ancient and two modern paddle-steamers (p. 111). These were increased in 1924 by the acquisition of two stern-wheelers, the *Kadri* and the *Ihsan* both built in 1918, and of the 1908-built *Baghdad*, originally owned by the Idara Nahriya. These three had belonged to the long-established Khudhayri company which was absorbed by 'Euphrates and Tigris' in 1924. A few other Khudhayri boats remained in commission, and the Royal Air Force maintained both the Inland Water Transport dockyard at Baṣra and a few vessels for their own supplies. The Port of Baṣra, administered by J. C. Ward as Port Director under the Finance Ministry of the 'Iraq Government since 1920, was still in 1926 owned by the British Government pending completion of capital repayment by instalments and the creation of a Port Trust. From 1922 onwards the Port was organized on a permanent and self-supporting peace-time basis and supplied all normal facilities both for 'Iraqi trade and for the oil-tanker fleet of Abadan. In 1923 it undertook, by a loan from the Anglo-Persian Oil Company, the dredging of a deep channel through the Fao bar which before 1920 was impassable at high water by any ship drawing more than 20 feet. The agreement provided for a channel of 28-foot depth at high water and 300-foot width, and 12 miles long. Work began in 1924, and the Rooka Channel of these dimensions was opened for traffic in 1926.

The status of 'Iraq Railways, directed by J. R. Tainsh since 1921, was similar to that of the Port: they were British-owned and after 1923 'Iraqi-administered with the aid of British executives and technicians, in anticipation of future purchase and adjustment. The Baṣra–Baghdad line was reopened in April 1921, and thereafter a Musaiyib–Karbalā extension, a line from Mafraq to the Hindiya Barrage and spurs giving access to Khaniqin and to Baṣra city were completed between 1921 and 1924. The Kut–Baghdad line, the Jabal Sanam quarry line south of Zubayr, and that from near Khaniqin to the Persian frontier at Tiaruq (Qurait) were closed in the same period. Permanent bridges were built in 1924 and 1925 at the Euphrates crossings and an extension from the Khaniqin line across the Diyalā to Kifri and Kirkuk was finished in 1925. The main workshops were brought from Shu'ayba to Shalchiya, in the western outskirts of Baghdad, in the same year. The Tigris wagon-ferry link at Baghdad between the

1: Longrigg G-4, 8 (ca. 1915-1940) MEL Iraq MEL

operation under Tainsh was uneasy, but in practice tolerable; the transfer of ownership to a Railway Corporation of Anglo-'Iraqi membership was, as with the Port of Baṣra, provided in the 1930 Treaty. The service and maintenance of the 750 miles of line were hampered by abiding financial stringency due normally to road competition and the uncertainty of the pilgrim traffic, and abnormally to flood interruptions such as those of 1926 and 1930 and to the stagnation of trade in 1929–32. Two lines of railway development were followed, both of international interest: the first was the provision in 1930 of a link by motor convoy between Kirkuk and the Turkish railway at Nisibin, making possible direct bookings from Baṣra to Europe: the second was the prosecution in 1930–1 of the survey for a Baghdad–Haifa line—a project widely supported but destined, twenty years later, to be still as far from realization.

'Iraq's fortune was that of many contemporary nations in the rapid development of its air routes. A weekly mail service Baṣra–Baghdad–Cairo was inaugurated early in 1927, to be followed two years later by the England–'Iraq–India service of Imperial Airways. In the same year a first civil airport was ceded by the R.A.F., and the (German) Junkers Company initiated, but failed to sustain, a Baghdad–Teheran service. Soon afterwards aircraft of the (French) Air Union or Air France appeared, and those of the Royal Dutch (K.L.M.) line; 'Iraq's central position for air communications—the 'Clapham Junction' rôle asserted for it by Mr. Churchill in 1921—was fast revealing itself. A modern-equipped airport immediately outside Baghdad begun in 1931 was completed in two years, and civil landing-grounds were in use also at Baṣra, Ur, Ruṭba, and elsewhere.

The effect of the trans-desert route and the increasing east–west air services on postal communications was profound. Both were used as they came into being for letters, the former also for packages; communications with Europe and India were revolutionized. In 1929 'Iraq joined the International Postal Union. With the constant spread of the telegraph and trunk telephone network within 'Iraq went the increasing use of wireless. The Baṣra station already communicated directly with Europe; those of Ruṭba and Baghdad were ancillary to it.

If the uplifting of 'Iraqi standards of life could be assisted indirectly by these improvements, it must be sought more directly in the development of its old and some new resources. The efforts of the public and Government were active in this direction. No minerals, other than petroleum, were located. The Government salt monopoly could do no more than maintain itself. A gold concession granted in 1931 for the mid-desert Qa'ara Depression, near

1: Longrigg G-4, 5 (ca. 1915-1940) MH1 Iraq MH1

British Government on the terms of transfer of railway ownership, as intended in the Treaty, were prolonged from 1932 to 1936. In the latter year agreement was reached; the railway as a going concern became the property of the 'Iraq Government for a payment of less than £500,000. Management was for twenty years to be the responsibility of a joint Board with 'Iraqi majority, and with British executives remaining in a few key posts. The transfer on these terms was ratified by Parliament in July 1936, not without some minority outcry; and one more controversy was laid to rest. The long-advocated project of a Baghdad–Haifa railway was, for the foreseeable future, rejected in the same year. But development northwards had become rather a certainty than a project when late in 1934 the French authorities extended the (Turkish) Aleppo–Nisibin line across the Syrian 'Bec de canard' to the 'Iraq frontier at Tall Kochek. Only the single gap Bayji–Mosul–Tall Kochek, all in 'Iraq, now remained in a complete Baṣra–Baghdad–Istanbul system—the old dream of the Bagdadbahn. The decision to construct the missing section at a cost of some £2 million was taken by the Government in November 1936; and the orders placed forthwith in Great Britain for material compelled the 'Iraq Treasury to incur its first foreign loan (p. 254). Earth-work began, the northern section being given priority amid the eager interest of the Mosulawis, the Shammar, and the frontier qadhās.

Air communications developed fast. British, French, and Dutch trans-continental lines crossed and served 'Iraq with increasing frequency of aircraft, linking the Far East, India, and 'Iraq itself to the Levant and Europe. Modern airports with full equipment came into being at Baghdad and Baṣra, and British flying-boats after 1937 used also Lake Habbaniya and the Shaṭṭ al-'Arab. A French line offered a shuttle connexion between Baghdad and Damascus, and Misr Airways a Baghdad–Cairo service. Interested Baghdadis formed an Aeroplane Society in 1936. Civil aviation was in 1935, surprisingly, transferred to the control of the Ministry of Defence. The simultaneous development of telegraphs by land line and wireless to the Levant capitals and Cairo, with public services from Baghdad and Baṣra to Riyadh, Beirut, Palestine, and Egypt—and through them to the United Kingdom—placed and kept 'Iraq in the world network of telecommunications. Broadcasting from Baghdad made its first appearance, but was up to 1937 still experimental and occasional.

Good progress was made during these five years in the all-important sphere of land settlement. The three Committees set up under the legislation which followed the Dowson Report worked excellently, and a fourth was added for the Kirkuk area in 1933 and others later. The settlement carried out by these Committees and

1: Longrigg G-4, 5 (ca. 1915-1940) MH1 Iraq MH1

Politics and war-attitude apart, conditions in the territory throughout 1940 were as secure and tolerable as could be hoped. A number of offenders sentenced by the courts martial of previous régimes were liberated, the State of Emergency at al-Rashid camp, in force since March 1939, was brought to an end. Ṣubiḥ Najib was pardoned and released. The Ministry, to whom in some circles the revered Gaylani name was an asset, declared war on immorality, shut places of evil entertainment or drunkenness, and ostentatiously improved Waqf buildings. The foundation stone of the Fayṣal Mosque was laid. Observance of the Ramaḍhan fast was enforced by the daytime closing of restaurants. The completion of the Baiji–Mosul section of the railway, with its long tunnel, permitted at last a direct Baghdad–Istanbul service, though rolling stock available for use was of the scantiest. Work at the Ḥabbaniya reservoir was pressed forward. Oil production was normal again since the month-long interruption in September 1939, and both pipelines remained in use until the stoppage of pumping, on the Tripoli branch into Vichy-French territory, in July 1940. The sowings of cotton were much increased, and 25,000 bales produced. The Government tobacco monopoly was brought into effect, to the chagrin of many Kurdish growers whose freedom of disposal it curtailed. Agriculture was everywhere encouraged with a view to full national self-sufficiency, though the disastrous spring floods were a reminder of its precariousness.

Commercial and industrial life strove to maintain normality, or even progress. An ambitious Co-operative Society to produce fruit preserves was founded. The Agricultural and Industrial Bank was busy with loans to cultivators, and with the sale and servicing of agricultural machinery; it advanced money also to a new ginnery at 'Aziziya, took shares in the 'Iraq Cement Company, and helped a vegetable-oil extraction plant. Work proceeded on the Baghdad automatic telephone installation. The budget for 1940–1, which allotted a third of all revenues to the Army, found room for the cost of completing the irrigation work on the Abu Ghurayb, and for the Ḥawija project, the Diyalā weir, the Shamiya river improvement, and the 'bunds' around Baghdad. The credit allowed by the banks and *ṣarrafs* was extended or restricted according to the war news, market prices rose and fell, Government's control in the economic field was discreet and indeed largely inoperative. Shortage of shipping and transport vehicles were a serious hindrance to the export trade, whether conveyed by sea or by the land routes. A Turkish mission visited Baṣra with the hope of securing a southern gateway of entry for their country. The loss of French purchases of 'Iraqi wool was severely felt; trade with Japan on the contrary seemed likely to develop fast.

1: Longrigg G-4, 5 (ca. 1915-1940) MH1 Iraq MH1

pletion of the Kirkuk–Arbil extension and its Lesser Zab bridge: of the railway and road bridge[1] at Baghdad, opened late in 1950: of the Musayib bridge leading to Karbalā: and of new stations at Ba'quba, Diwaniya, Naṣiriya and elsewhere. New rolling stock was ordered and by 1950 delivered. Progress was made in erecting a grandiose combined station and administrative headquarters at Baghdad West, and in redesigning the yards and depots there; but the high cost of these projects, the diminution of receipts by road and air competition (in spite of good traffic in grain and oilfield materials), and losses due to repeated river flooding rapidly exhausted the war-time surplus and led to the need to borrow first from Government in 1946, then from London—a loan of £3 million —in 1950, before supplies and contractors could be paid and work could proceed. Working conditions in the railway system were disturbed by the strikes elsewhere mentioned in 1945, 1946, and 1949. The Jewish employees of the traffic branch were replaced in 1949 by imported Pakistani staff, and the training of 'Iraqis to replace these and the few remaining British executives was accelerated. The status and composition of the Railway Board was unchanged, though criticized by the press as outdated and insufficiently 'national'. The post of Director-General was passed by H. C. Smith to W. J. Moffat in 1950, and an 'Iraqi, General Isma'il Ṣafwat, assumed the post in 1952.

'Iraq Airways was initiated by the Railway as a subordinate enterprise in 1945, and started service in 1946 with five light aircraft hired from Great Britain. In the following year the hired aircraft were replaced by its own machines, and it extended its range from Baghdad–Basra outwards to Mosul, Cairo, and Damascus, and by 1948 could, thanks to reciprocal agreements, offer transport weekly or monthly to Teheran, Karachi, and Ankara. The service, to which British Overseas Airways Corporation acted as technical advisers and agents, was efficiently maintained but, thanks to competition and high costs, financially unprofitable. British, American, Dutch, French and other foreign airlines continued to use 'Iraqi airports. An expenditure of over ID 2 million on aerodromes formed part of the six-year development plan. The meteorological service, begun in 1936 in a single room, now maintained under the Ministry of Defence a dozen stations and many rainfall-observation posts, used its own wireless links, and broadcast weather reports for Baghdad area half-hourly.

Telecommunications had, by the close of the period, reached a high standard. Trunk land-lines had been overhauled, often duplicated and widely extended; automatic telephone exchanges

[1] The bridges were built by Messrs. Holloway Bros.; earthwork on the Kirkuk–Arbil line was handled by Messrs. Balfour Beatty.

1: Longrigg G-4, 5 (ca. 1915-1940) MH1 Iraq MH1

existed in Basra and Baghdad and their suburbs; and the telephone and telegraph had become familiar or indispensable to all classes save the most backward. The new wireless transmitting station completed in 1951 at Abu Ghurayb, with the most modern design and range, secured communication with Europe and America and was used for the national broadcasting. The Development Board planned an expenditure of ID 2 million on telecommunications between 1951 and 1956.

Progress in road improvement was delayed during 1946–50 by the financial narrowness of the post-war years. This and bridge-building formed an important part of the projects[1] intended for realization in 1951–6 through the Development Board. The completion of this programme would fundamentally transform the conditions of transport and travel in 'Iraq, with far-reaching economic consequences. The 'Nairn route' to Damascus was still in regular use; its traffic was highly organized, with air-conditioned vehicles, by the original company and its imitators. The Rawanduz road was little used; the tracks leading into Najd and Persia carried no important traffic; and the trunk route to Jordan or Palestine (p. 321) lost its value when the State of Israel blocked the sea-outlet it had offered.

5. TOWN AND COUNTRY, MID-CENTURY

The population of 'Iraq, declared by the census of 1947 to be 4,800,000, had by then doubled since the century opened. Its distribution[2] was in general unchanged as between towns, inlying villages, tribal country districts, and nomads; about a quarter were town-dwellers, a fifteenth nomads, the remainder settled cultivators. Wide areas of steppe desert and of barren mountain remained, as for the foreseeable future they must, almost uninhabited; the widest of such regions, those of the administratively separated northern and southern provinces of the Shamiya desert, amounted to some two-fifths of 'Iraq's whole surface. The average density of population for the whole territory was of the order of eleven persons to the square kilometre, or, omitting the desert provinces, eighteen. The liwā with the greatest population was that of Baghdad with 800,000 people; next came Diwaniya, Muntafiq, and 'Amara. The greatest density was of 49 persons to the square

[1] The projects considered as 'main roads', with their bridges, were estimated to cost: Basra–'Amara–Kut–Baghdad, ID 2,800,000: Baghdad–Kirkuk–Arbil, 2,500,000: Baghdad–Sharqat, 3,450,00. Elsewhere, ID 4,450,000 was allotted for 'mountain roads', 6,176,000 for miscellaneous bridges, 1,550,000 for a Hilla–Najf road, 1,300,000 for Hilla–Diwaniya–Shamiya, and 5,250,000 for numerous other routes.

[2] For distribution of the population by administrative units, see Appendix B.

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be necessary. Such a program will need to be coordinated particularly with the development of new agricultural areas. Earth excavated in the construction of new irrigation and drainage canals can be used in the building of such roads. The surfaced roads should be constructed by contractors of repute capable of furnishing their own road-making plant. It is generally recognized that the Baghdad-Kut-Amara-Basra and the Baghdad-Kirkuk-Erbil-Mosul roads should have first priority. The first of these is at present only a dirt road but the latter has sections which are already surfaced.

As road transport develops, it will be vital to institute some controls, particularly since most of the operators now provide only irregular and unreliable service. Limitations on loads and regular inspection of vehicles should be instituted and enforced. Operators of transport services should be licensed to make sure that they are equipped to provide adequate and reliable service at reasonable rates and that they carry insurance.

The Mission has also given some attention to the municipal bus service in Baghdad. Operations at present are seriously handicapped by the diversity and age of its transport equipment and high maintenance costs. A sound decision has been made to standardize equipment. The central workshop should also be modernized and re-equipped and a central garage and four auxiliary garages provided. To carry out this program financial assistance from the Development Board will be necessary. It is also suggested that more efficient management of municipal transport might be achieved through the appointment of a single Director General in place of the present Board, and that a stricter control over the collection of passenger fares be instituted to improve revenues.

Communications

For communications, capital outlays will be required primarily in connection with the extension of the telephone system. The needs are well-known in Iraq and do not require elaboration here. Although the communications services are operated at a profit which is credited to the government budget, it is suggested that future capital expenditures be financed by the Development Board. This will not only make it easier to balance the government budget, but will enable the Board to insist on better synchronization of the

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procurement of equipment and the erection of structures to house this equipment. In the past these functions have been carried out by two different sections of the Ministry of Communications and Public Works with little or no coordination.

V. Public Health

Considerable progress in public health has undoubtedly been made over recent decades. The number of hospitals, dispensaries and doctors has greatly increased, and there have been no epidemics of pestilential diseases in recent years. Yet infant mortality is still extremely high—perhaps as much as 250 per 1,000 births; and there is still a very high incidence of such endemic diseases as trachoma, hookworm, bilharzia, malaria and the dysenteries. Many of the prevailing diseases are the by-product of polluted water, and unsanitary, congested living conditions which in turn are traceable largely to poverty and ignorance. Thus an increase in production and standards of living brought about through the general development program will be an important complement to a direct attack upon the health problem through expansion and more effective organization of governmental health services.

The main attack will have to focus on those diseases which sap the vitality and undermine the productivity of the people. In some rural areas, for example, virtually the entire population is at certain times stricken with malaria. Malaria is said to cause 50,000 deaths every year, as well as much sickness and disability which results in great loss for the country. In the provinces of Amara, Muntafiq and Kut the incidence of bilharzia or schistosomiasis, another debilitating disease, is particularly high. The dysenteries and other intestinal ailments are also a prominent cause of low vitality. In 1948 no less than 5,656,474 visits to medical institutions for treatment were reported, and 1,291,225 cases of infectious diseases were treated. Of these, 603,698 were malaria, and 524,740 trachoma. These statistics are of twofold significance. On the one hand, they illustrate the great expansion which has taken place in facilities for treatment of disease. On the other hand, they indicate clearly the relative inadequacy of efforts to prevent disease. It is

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Future Developments

It must be expected that Iraqi Airways will continue to operate at a loss for some years to come. This should be accepted because the air services serve a real traffic need and there are reasonable prospects of reducing and perhaps ultimately eliminating operating deficits. The Airways Accounts are separate from the Railway Accounts and the steps recommended in the Palmer Report for complete separation of the finances of the Railways and the Airways should be adopted. There is no reason why the Railways should be expected to defray the deficits of the Airways.

There appears to be room for expansion of services in the area where Europe, Asia and Africa meet; and the government should encourage Iraqi Airways to play an increasingly important part in air traffic in this area. Internal demands appear to be negligible at present but may be expected to develop in conjunction with extended international services. These services appear to present an opportunity for far-reaching economies through closer cooperation between Middle Eastern airlines in their services, their administration and agencies outside the home countries.

VIII. Post, Telegraph, Telephone, Radio Communications

Organization

Responsibility for communications is concentrated in the Directorate General of Postal, Telegraph and Telephone Services in the Ministry of Communications and Public Works. Iraq is a full member of the International Postal Union and the communications services of the country, including their tariffs, comply with the standards of the Union.

The number of post, telepragh and telephone offices has developed as follows:

Type of office	1940	1951
24 hrs. service	14	46
16 hrs. service	12	37
12 hrs. service	18	4
7 hrs. service	42	54
Local and rural agencies	155	171

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205 206 Mail is carried:

on regular railway routes	1,604 kilometers
on contractors' routes (road)	3,010 "
on occasional routes (roads, tracks)	1,214 "
by air	a maximum of 14 daily routes

The only recommendation to be made regarding these services is to speed up air conveyance by moving the sorting center at Basra from Basra town to Magil.

Communications with other countries are as follows:

Postal services to all Union countries.
Telegraph and telephone with:
Iran by land lines,
Turkey by land lines,
Syria by wireless telegraph and land line telephone,
Transjordan by land lines,
Lebanon via Syria,
Saudi-Arabia by wireless telegraph,
Yemen by wireless telegraph,
Egypt by wireless telegraph (two services, government and Marconi),
Tangiers, relay point for wireless telegraph overseas,
United Kingdom by direct wireless communication (projected).

A British submarine cable from Fao to Karachi-Bombay has been out of operation since 1950. Repairs are not contemplated, and wireless telegraph has been substituted.

206 ***Internal Communications***

Trunk lines and carrier lines connect the towns and villages of any importance, and outlying villages and police posts are connected by wire from nearest exchanges. The telephone network is being continuously expanded, generally keeping up with demands. A new transmitter and a new broadcasting station have recently been installed near Baghdad.

The Mission suggests that an independent or at least auxiliary power plant be provided for the newly-built transmitter. A breakdown in the power supply, now assured by a long, open air transmission line, would have serious consequences.

The PTT service is a revenue earning department, but the revenues accrue to the government treasury so that all expenditures must be authorized by the government's annual budget. Operating revenue and capital expenditures are shown in the following table.

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TABLE 10

FINANCIAL ACCOUNTS OF PTT
(in dinars)

Year	Operating Revenue	Operating Expenditures	Capital Expenditures
1940-41	434,979	243,684	84,590
1941-42	481,809	298,688	25,931
1942-43	626,356	250,161	10,171
1943-44	669,057	447,110	23,688
1944-45	712,865	392,764	3,445
1945-46	748,110	449,238	18,554
1946-47	857,200	522,078	42,810
1947-48	991,741	587,913	303,355
1948-49	992,049	596,720	349,046
1949-50	1,119,478	747,193	298,510
1950-51	1,154,000	799,675	600,000*

* sanctioned

Developments

Major development projects are chiefly directed toward extensions of telephone communications, increased trunklines and carrier lines between the large centers, telephone lines to rural areas, and telephone exchanges to cope with the increased number of subscribers. The telephone equipment is ordered abroad, and the buildings are provided by local action. However, coordination between the two is almost completely lacking. Equipment more often than not arrives in Iraq before buildings are ready to receive it. Equipment is stored and maintained, in some cases for more than a year, waiting for the buildings to be completed and even, on occasion, to be started.

This fact gives rise to the Mission's single important recommendation in the communications field. Basically the PTT service should be given responsibility for the proper coordination of capital expenditures on communications no matter how financed. It has sometimes been suggested that the best means to this end would be to make the PTT financially autonomous so that it can spend its operating surpluses on capital development at its discretion. The Mission does not believe, however, that this would be the appropriate solution. In the last analysis the amount and rate of investment in communications facilities should be determined by the

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206 Development Board which is responsible for coordinating the development program of the country as a whole. The Board should also provide the financial means but leave to the PTT responsibility for execution of communications projects.

IX. Pipelines

315 Inconspicuous, but most important, in Iraq's transport and communications systems are the oil pipelines. The existing lines are: a dual line, 12 inches and 16 inches, from the Kirkuk oilfields to Tripoli, the Lebanese Mediterranean port; a 12-inch line to Haifa in Israel, closed in 1948; and a new 30-inch line under construction between Kirkuk and the Syrian Mediterranean port of Banias. A short line runs from the Basra oilfields at Zubair to the shipping stage at Fao. The pipelines carry a tonnage of oil which far outstrips the total carried by the country's railways. They are operated, maintained and expanded by the oil companies, and need only be mentioned to complete the picture of Iraq's transport system.

X. Surveys

654 No development in any branch is possible without maps and surveys. The Directorate General of Surveys, which is under the Ministry of Communications and Public Works, has surveyed and mapped the southern part of the country aside from the desert to scales varying from 1:5,000 to 1:50,000. Few topographical surveys have been carried out in the rest of the country, and the existing maps are not very reliable. The education and training of competent surveyors is difficult. Terms of service are not attractive to young engineers and surveyors who find better prospects in engineering, planning and construction work. Air surveys can, to all practical purposes, solve the problem and progress with them is now being made in the North. The skilled surveyors who are available are at present employed in cadastral work, land settlement surveys and mapping to fix the demarcation of land ownership.

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XII. Projected Cost of Proposed Programs

The projects recommended for consideration are summarized below as to cost and time of realization. The total cost which the Development Board might have to defray over the next five years would be approximately ID 31,000,000.

TABLE 11

COST OF TRANSPORT AND COMMUNICATIONS PROGRAMS SUGGESTED FOR DEVELOPMENT BOARD FINANCING

Project	Costs (in dinars)	Period (years)
PORT		
New channel	2,000,000	4
INLAND WATER TRANSPORT		
Study of river training by experts	Token	2
RAILWAYS		
Baghdad Station commitment	143,000	1
Baghdad new layout, provisional	100,000	1
22 continuation and completion projects under way	213,770	1
labor quarters	341,000	4
Rehabilitation and modernization projects	500,000	5
Renewals including diesel traction	6,300,000[a]	5
Extra for gauge conversion (tentative)	6,000,000	6
ROADS		
Trunk road system	14,500,000	10
Secondary road system	4,000,000	5
Road transport control	Token	1
URBAN TRANSPORT		
Baghdad transport services, workshops, garages and vehicles	500,000	3
AIRPORTS		
Baghdad development	300,000	2
Basra development	[b]	2
AIRLINES		
Iraqi Airways	600,000	4
POST, TELEGRAPH, TELEPHONE, RADIO		
Telephone extensions and buildings (if not financed from Communications budget)	300,000	Annually
Auxiliary power plant for transmitter	30,000	1
SURVEYS AND MAPPING		
Air surveys	40,000	Annually

[a] On assumption of gauge conversion.
[b] To be financed by Port of Basra.

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Telecommunications

206 Iraq's quite elaborate system of telecommunications is entirely State-owned and is steadily expanding. The telegraph and telephone network covered 9,876 kilometres on 31 March 1948, and involved a total of 86,172 kilometres of wires.

The big cities of Iraq have automatic telephone exchanges: Baghdad and Basra have three each, and Mosul and Kirkuk have one each. In addition, Baghdad, like other towns in Iraq, has an automatic dial exchange: 159 of the 184 administrative centres of Iraq are interconnected by telephone. By the end of 1947, there were 13,043 telephone subscribers in the country. Iraq has telephone service to Iran, Egypt, Syria, Lebanon and Jordan. There is a telegraphic intercommunication system between the principal towns and between these and foreign countries. The system works as follows: Mosul communicates, via Zakho, with Diyarbekir (Turkey), and beyond; the same town communicates with Aleppo (Syria), and thence with Lebanon; Baghdad is in direct communication with Teheran (Iran); Basra communicates with the principalities of Kuwait and Bahrein, with Bushire and with Karachi (Pakistan).

The radio-telegraphic station at Baghdad communicates with Teheran, Cairo, Damascus, Amman (Jordan), Riyadh (Saudi Arabia) and Sana (Yemen).

2: United Nations U-4 (no date) 1950 M1 Middle East
Iraq MH1
Iran MA1

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206 It is proposed to set up a 25-kilocycle short-wave station at Abu Ghuraib, 21 kilometres from Baghdad. This station would provide radio-telephonic and radio-telegraphic services with the neighbouring countries, the United Kingdom and the United States.

207 Considerable development is also reported in the field of broadcasting: the station at Baghdad has just been improved and it is proposed to build another station at Abu Ghuraib.

II. Iran

A. *General description of the country*

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131 Iran is the central country of the so-called Middle-Eastern group. The territory of Iran lies between 25° 3′ and 39° 40′ latitude north and 44° and 63° 20′ longitude east. The country is bounded on the west by Iraq, on the north-west by Turkey, on the north by the USSR, on the east by Afghanistan and on the south-east by Pakistan. In the south, it has a coastline on the Persian Gulf and the sea of Oman and, in the north, a coastline on the Caspian Sea. Its land frontiers are 4,600 kilometres long and its coastline is 2,650 kilometres long.

The territory of Iran is shaped like an irregular right-angled triangle (see Map No. 2), with the base running north-west to south-east in a straight line for 2,200 kilometres, and with a median over 1,200 kilometres long. The total area is estimated at 1,644,000 square kilometres. The population at the time of the 1944 census was 16,549,837 inhabitants.

TRANSPORT AND COMMUNICATIONS REVIEW

315 Iraq Petroleum Company, for its part, is planning to build new pipe-lines which would enable the Kirkūk basin to supply 27 to 28 million tons of crude petroleum annually by 1953, that is, a volume greater than the 1948 production of Iran, which was and still is the fourth largest producing country in the world.

● 206 It seems that in spite of constant development the telecommunication systems, particularly the telegraph system, do not yet adequately cover the whole country.

000 Iran has many ports of varying importance on the Shatt al-Arab, the Persian Gulf, the Strait of Hormuz, the Sea of Oman and the Caspian Sea. Generally speaking, all these ports are in need of repairs, improved installations, materials, etc. Overseas Consultants, Inc., of the United States states that the ports of Khurramshahr and Bandar-Shahpur are constantly blocked and, as a first step in the Seven-Year Plan for the development of the country, it recommends the allocation of the necessary funds for urgent improvements at these two ports, and at the ports of Bushire and Bandar-Abbas, and the establishment of an administration of ports and inland waterways. This latter recommendation seems to be a significant finding as well as a proposal for action.